| Project | Funds required for completion as on 1.4.02 as per information available on date (Rs. Cr.) |
|---|---|
| Deogarh-Dumka New Line | 200 |
| Dumka-Rampurhat New Line | 154 |
| Koderma-Giridih New Line | 351 |
| Koderma-Tilaiya New Line (only Jharkhand portion) | 74 |
| **Karnataka** | |
| Kottur-Harihar New Line | 124.03 |
| Bangalore-Kengeri Doubling | 20.72 |
| Kengeri-Ramanagaram | 45.00 |

(e) Ministry of Railways has formulated certain guidelines for Public-Private Partnership models. These include SPV route, BOT route, private freight terminals etc., through which private sector can participate.

**Pantry Car for 2646 Express Train**

4053. SHRI J. CHITHARANJAN:
SHRI V.V. RAGHAVAN:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the 2646 Nizamuddin-Ernakulam Millenium Express running once a week, does not have a pantry car and the coaches are generally in bad condition, without having proper lights in toilets;

(b) whether Government are aware of the difficulties being faced by the passengers travelling with families in this long distance train, in getting tea, snacks and food; and

(c) if so, whether Government would take immediate steps to provide pantry car and coaches of good condition to this train, especially when the summer days are ahead?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) Train No. 2646 Nizamuddin-Ernakulam Swarnajayanti Express is not running with a pantry car. This train is properly maintained at Ernakulam and at Nizamuddin Railway stations. Lights and fans of these coaches of the train are maintained and the train is despatched with equipments in working condition.

(b) and (c) As per policy, pantry car services are provided only on certain selected Mail and Express trains where adequate catering through static units enroute is not feasible subject to the availability of pantry cars. Instructions exist to provide catering facilities from stations enroute to the passengers of long distance/summer/holiday trains running without pantry cars. There is no proposal at present to provide pantry car on this train.

**Loss from tourist trains**

4054. SHRI KALRAJ MISHRA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have suffered huge financial losses on account of its tourists trains, during the last three years;

(b) if so, the details thereof;

(c) whether the formula adopted by the Railways on sharing ratio with State Tourism Departments has not proved profitable for them; and

(d) if so, the plans formulated to check losses in tourist trains?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) and (b) The Railways does not compute train-wise losses.

(c) and (d) The tourist trains have long gestation period. The formula for sharing ratio is worked out on the basis of capital investments and recurring operational costs. Its worthiness depends on the total revenue generated. The steps taken, in case of less patronage, are curtailment of frequency of services, reduce operating costs, intensive monitoring, improved marketing etc.

**Direct rail route between Gadag and Bangalore**

4055. SHRI K.B. KRISHNA MURTHY: Will the Minister of RAILWAYS be pleased to state:

(a) whether direct train facilities between Gadag and Bangalore are available;

(b) if not, whether Railways have received any request from the Karnataka Government to provide a direct rail route between Gadag and Bangalore; and

(c) if so, whether Government would take steps to provide the same?